

District 17-10 Item Narrative

The Village of Ashville, Ohio

State Route 316 Resurface, Sidewalk (ADA), & Stormwater Improvement Project

The following factors and your narrative response assists the District 17 Public Works Integrating Committee in determining which projects will receive assistance. These items are found in section 164.06 of the Ohio Revised Code and are required by District 17 to be included in your application. These factors are also the basis of the District 17 Ranking Criteria and the information you provide below may determine the number of points you receive. Responses may be typed with just the question number and not the entire question explanation.

1. Address the infrastructure repair and replacement needs of the district. How does the project impact the infrastructure repair/replacement needs of the district? If this is entirely new infrastructure please show as N/A.

- a. This project will directly impact from the 2010 Census **1,598 households, 122 businesses and approximately 4,097 people** in the Village of Ashville. **<Attachment 1>**
- b. Ohio Department of Transportation (ODOT) has conducted a Draft Data Analysis of this section on State Route 316 and determined it meets their resurfacing requirements.

PIC-316-13.05-13.68	CURRENT TRAFFIC (PIC 2016)		OPENING DAY (2020)		DESIGN YEAR (2032)	
	ADT	ADTT	ADT	ADTT	ADT	ADTT
	13.68	4339	93.24	4700	94	4800

<ODOT Scope of Services - Attachment 2>

- c. The Village's CIR has designated this project as the **#1 Priority**. Planning and design of this project has been ongoing since 2018. **<Attachment 3>**

2. Address the age and condition of the system to be repaired or replaced. (See the District 17 Ranking Guide for specific instructions and the list of condition definitions.)

- a. The existing roadway has over 100 years of paving issues that necessitates an elevation change and its Condition is CRITICAL. Any further increase in pavement will cause the elevation of the roadway to exceed the elevation of curbs, sidewalks and property. ODOT is working with Ashville to correct this issue from Jefferson Avenue to Station Street on State Route 316 by milling and resurfacing. The Village of Ashville is working in conjunction with ODOT and will replace curbs (ADA), sidewalks (ADA), and gutters to correct this problem. The majority of the storm sewers in this area are over 100 years old (clay tile) and the condition of the sewers are critical. The existing size and placement of inlets are insufficient to handle runoff. **<Attachment 2 & 4>**

- b. Condition Criteria ---- **CRITICAL <Attachment 2, 3 & 4>**
 - c. Age of the Roadway Issue = **Over 100 Years** of Accumulated Pavement **<Attachment 4>**
 - d. Last Resurfacing Improvement = 2010 **<Attachment 2 & 5>**
3. Discuss whether the project would generate revenue in the form of user fees or assessments.
- a. Nothing in this roadway, sidewalk or stormwater would directly generate fees.
 - b. Ashville has a stormwater fee. It is based upon Equivalent Residential Unit (ERU). The unit is \$0.0987 per day x 30 days = \$2.961 x 1 ERU = \$2.961. This will be one of Ashville's sources of funding (5704) or this project. **<Attachment 6>**
4. Discuss the importance of the project to the health and safety of citizens of the district. For example, have there been EPA mandates or has the road had a high number of accidents? If there is a danger posed to the public should this not be awarded funding, please describe in what way.
- a. This is a joint project with ODOT. The Village of Ashville identified when the roadway was last resurfaced in 2010 that any additional elevation increases would result in flooding the downtown area. **<Attachment 2, 5, & Exhibit 2>**
 - b. ODOT at that time agreed to work with the village in a reduction of that problem when they would pave again. **<Attachment 2, 5, & Exhibit 2>**
 - c. That request came in 2017 when ODOT had planned to resurface State Route 316. ODOT and Ashville mutual agreed to hold off until 2020. ODOT would set aside funds and the Village of Ashville agreed to apply to the OPWC and CDBG to assist in funding improvements in the roadway area. These improvements included:
 - Pavement removal (milling) to better control water runoff. Curb, gutter, catch basin installation to provide water control. This will significantly reduce flooding in the downtown area. **<Attachment 2 & 4>**
 - Incorporate curb ramps and sidewalk upgrades for ADA compliance. **<Attachment 2 & 4>**
 - Enhanced stormwater drainage. **<Attachment 2 & 4>**
 - The current warranting process will generate information for a future project that will address Traffic Signals, Rapid Rectangular Flashing Beacon (RRFB), nonvehicle, and pedestrian. This project will be done in a manner to flow seamlessly into a future project projected to occur 2021/22. **<Attachment 2 & 4>**
5. Discuss the cost of the project and whether it is consistent with division (G) of section 164.05 of the Revised Code and the district's allocation for grants, loans, and local debt support and credit enhancements for the year.
- a. This project is consistent with division (G) of section 164.05 of Ohio Revised Code (ORC).

- b. In addition to the funding being requested by Ashville from the OPWC, funding will come ODOT, Community Development Block Grant (CDBG) times 2 and the Village of Ashville.
 - a. CDBG 2018/19 Station and Long Street (State Route 316) \$39,800. **<Attachment 7>**. The Final Certified Engineering Estimate increases the local participation from \$3,400 to \$5,440. **<Exhibit 1>**
 - b. ODOT Commitment Letter Commits to \$498,000 **<Attachment 8>**.
6. Discuss the effort and ability of the benefited local subdivision to assist in financing the project.
 - a. Repair/Replacement Project – over 26% of Costs (OPWC, ODOT, and CDBG) (Total Project Cost = \$1,640,317)
 - b. The Pickaway County Commissioners have recommended \$39,800 of CDBG funding and the Village of Ashville’s funding will be \$5,440 for a \$45,240.09 total. **<Attachment 7> & <Exhibit 1>**
 - c. ODOT provided a Funding Commitment Letter for \$498,000. **<Attachment 8>**
 - d. The Village of Ashville has paid \$37,040 and will commit an additional \$55,440 for a total \$92,480.
 - Ashville has a stormwater fee. It is based upon Equivalent Residential Unit (ERU). The unit is \$0.0987 per day x 30 days = \$2.961 x 1 ERU = \$2.961. **<Attachment 6>**
 - e. CDBG 2020 Cromley and West Main (2020/21 Application)
 - f. OPWC Loan Grant to offset b. 3.
7. Discuss the availability of federal or others funds for the project.
 - a. The Pickaway County Commissioners have recommended \$39,800 of CDBG funding and the Village of Ashville’s funding will be \$5,440 for a \$45,240.09 total. **<Attachment 7> & <Exhibit 1>**
 - b. ODOT has committed \$498,000 **<Attachment 8>**
8. Discuss the overall economic health of the particular local subdivision.
 - a. Ashville's MHI = \$51,923 (U.S. Census Bureau 2009-2013 Five Year Survey) **<Attachment 9>**
 - b. Pickaway County's MHI = \$54,003 (2009-2013) **<Attachment 10>**
 - c. Construction of the State Route 316 Improvements will entail temporary construction related jobs.
9. Discuss the adequacy of planning for the project and the readiness of the applicant to proceed should the project be approved. This narrative should be consistent with the project schedule provided on page 3 of the application forms.

a. Project Schedule:

- Planning - Completed
- Design - Ongoing with ODOT
 - Phase 1 - 02/01/19
 - Phase 2a - 12/28/19
 - Phase 2b - 12/28/19

The OPWC money does not become available until July 2019. However, the CDBG money becomes available earlier, which will allow Phase 1 of the project to be started before the OPWC money becomes available. In order to proceed with design of Phase 2 we will need to be authorized to proceed

- Land - Acquired and in existing Right-of-Way
- Easements - No easements needed

- Bidding - Phase 1 in 2019, Phase 2 in 2020
 - Phase 1 - 03/01/19
 - Phase 2a - 02/01/20
 - Phase 2b - 02/01/20
- Funding Source - ODOT, CDBG, and Ashville
- Construction - Phase 1 - 2019
- Phase 2 - 2020 ODOT Schedule

- b. Ashville has received OPWC funding in Rounds 2, 5, 17, 22, 26, and 30. All these projects have been completed. **<Attachment 11>**

10. Discuss any other factors relevant to a particular project.

The Village of Ashville has experienced and anticipates future growth and development due to its proximity to Columbus. This proximity resulted in first the Cooperative Economic Development Agreement (CEDA) **<Attachment 12>** and two (2) Joint Economic Development Districts (JEDD). **<Attachment 12>**

The Harrison Township JEDD includes Harrison Township, Columbus, and Pickaway County.

The Madison Township JEDD includes Madison Township, Columbus, and Pickaway County.

The Harrison Township JEDD resulted in the creation of the Rickenbacker Intermodal, an inlet port. **<Attachment 12>**

The State Route 316 Resurfacing, Sidewalk (ADA), and Stormwater Improvements Project will be a major asset for the Village in accommodating that growth and development in a positive manner with regards to the area's health, safety, and welfare. This is reflected in the Harrison Township, South Bloomfield, Ashville, and Pickaway County Land Use Plan. **<Attachment 13>**